

HONGKONG JOTTINGS.

This is the season of the year when every man feels on the best of terms with himself as well as with his neighbour, and anyone who has witnessed during the past week the troops of coolies employed in carrying "cumbas" to the residences on the hillside and hilltop have observed very remarkable manifestations of the fact. "Christmas comes but once a year," as the poet says, and we make the most of it while it lasts. And having survived Christmas, I suppose many are now making their engagements for the New Year holiday. Holidays seem to come thick and fast at this time of the year, and many of us, I dare say, are already beginning to feel as one of Shakespeare's characters did, that:

If all the year were playing holidays,
To sport would be as tedious as to work.

The vendors of flowers in the Colony did a lucrative business last week. Bunches of flowers, such as can usually be bought for 10 or 15 cents were selling for 50 or 75 cents. The bouquets of fir which were sold at good prices to do duty as Christmas trees apparently cost their vendors nothing but the labour of breaking them off the trees on the island, for in the course of a ramble over the hills on Christmas day I saw many evidences that this was how many of the bouquets had been acquired.

Appropos this subject of Christmas decorations, I have been asked the reason for the singular absence of floral decorations in the Cathedral on Xmas day. "There were the same inartistic pillars, the same gloomy-looking walls lacking even a semblance of decoration, and but for a few ferns in the vicinity of the altar, the Cathedral wore its sombre everyday appearance." My correspondent seems to think the absence of any decorative scheme, such as worshippers in the churches at home delight to see, is due to indifference; but I know of clergyman at home who entertain strong objections to these floral decorations, and though I have no knowledge of the reasons for the lack of adornment at Christmas in our own Cathedral it is more likely to be due to similar objections than to indifference.

I notice one or two improvements on the higher levels which have doubtless not escaped the notice of others, and as I have complained in this column about their need, I am the more pleased to mention them. The iron railing in Conduit Road, between Robinson Road and Bellis Terrace, which the depredations of thieves had left dangerously defective, has been repaired for its entire length; the Gas Company has improved the lighting of this road within the past few days by putting down larger mains, and consequently householders too derive equal benefit. Still one more item might be incorporated in this note. Public seats have during the past week been placed in Glenelg Road. Those who walk up the incline will appreciate them. The letters "B. & A.D." painted on the top rail appear to somewhat mystify some people, but when it is explained that the letters represent Botanical and Afforestation Department, it affords an opportunity to the joker to say that the Department is not as "B.A.D." as it is painted.

Many new buildings are being erected on the higher slopes as well as at the base of Victoria City and I might venture a comment on the subject of the precipitous retaining walls which multiply as building sites are acquired on the hillside. So often have similar retaining walls given way in various parts of Hongkong after heavy rains that, one would think, new walls would be built more on an incline, but there is no evidence of this idea being entertained by the local builders. I note however, in some places that pipes project from the walls. Perhaps, by this means of drainage, the strain on the walls during wet weather will be lessened.

Now that the City is growing so fast in all directions, routes, we sometimes hear it said, must go down, even in Queen's Road when Messrs. A. S. Watson & Co., and other firms, vacate their old premises to take possession of the new buildings in Des Vaux Road. That, however, is a delusion. Rents in Queen's Road show a strong tendency in the opposite direction, and we are not likely to see property being let for occupation in that quarter for a few years yet.

I note that in Des Vaux Road, where telephone posts interfered with the tramways' scheme, the telephone wires have been fixed on to the tramways' poles, thereby allowing the telephone poles, which formed an obstruction, to be removed. This appears to be a very good arrangement, and, considering that the tramways poles are embedded in cement, they ought to withstand the strain put upon them during typhoons. It is only a little over a year ago, it will be remembered, that the telephone posts in Des Vaux Road were blown down. Occurrences of this description are very dangerous.

BANYAN.

THE UPPER YANGTZE VALLEY.

At the Theatre, Burlington-gardens, London, last month, before the Royal Geographical Society, Lieutenant-Colonel C. C. Manifold read a paper on "Recent Exploration and Commercial Development in Central and Western China." Sir Clements R. Markham, the president, occupied the chair. Lieutenant-Colonel Manifold said that the part of China to which he wished to draw attention was the Upper Yangtze Valley, particularly the rich and fertile province of Szechuen. Of the two journeys which he made in these regions the first was made in 1900, before and during the Boxer outbreak,

and the second immediately after it, on the evacuation of Peking by the allied forces. In the first case his starting point was Burma, and in the second case Peking, and the intermediate distance covered to reach the upper Yangtze, as well as the routes traversed in its basin and on the return journey, amounted to nearly 6,000 miles of land travel on foot and 3,000 on inland waterways by junk and boat. Of the province of Szechuen, the eastern division or Red Basin, as it might be termed, from its geological formation of red sandstone, had an area of nearly 70,000 square miles, closely cultivated, and a population approaching 50 millions. It was a country with immense industries, holding great deposits of coal, salt, and petroleum. Vessels of 1,000 tons burden could ascend as far as Ichang, nearly 1,000 miles from Shanghai, but at that point merchandise had to be transhipped into junks, which could be towed through the gorges. The removal of the worst obstructions to successful commercial navigation would necessitate measures on a great scale. Wan-hsien and its rapid once passed, however, navigation by suitable steamers was possible throughout the year, and British shipowners would do well to turn their attention to that part of the river. But if we were to find means of bringing our manufactures direct from an ocean port into this rich province, and if we were to develop its resources so as to enable it to take an increased amount of our trade, we must seek a line of communication which would give greater security and a more regular and easy means of transit than was afforded by this waterway. At the conclusion of his description of the province Colonel Manifold gave an interesting account of the journeys which he made to reach it, with a small escort of Gurkhas. Referring incidentally to the proposed Burma-Yunnan-Yangtze railway and the difficulties presented by the river-delt tableland of Yunnan, he said that a practicable line for a railway had been found and surveyed about 100 miles from the direct route of travellers. The expense of construction would be great, but as further developments occurred elsewhere and the rich Upper Yangtze regions were opened up railway communication between them and Burma would necessarily follow. From Ha Noi to Yunnan-fu the French had a far easier line to construct than we should have from Burma, but Yunnan-fu was only halfway to the Upper Yangtze. From that point neither British nor French projected lines would have any advantage over the other, the country being difficult in both cases. Referring to the decaying cities in the Great Plain, Colonel Manifold said he thought the great trunk railway which was under construction would bring back their prosperity. There was not only the main north to south French-Belgian line, but there were great side extensions from this Pei-Kan line. At Cheng-ting-fu would be the junction of a German-controlled line, which would be linked with the main German line in Shanghai, and would bring up goods from the German port of Tsingtau; by a country to the north would be opened up by a Russian-controlled line; and the heart of Central China would be tapped by another German-controlled line, and by it the trade of Central China would be brought into contact with the same German port. In fact, these two German lines, connecting Central China by a more direct route with the ocean-borne trade of a great Continental manufacturing nation, might exercise a more marked effect on these regions than the French-Belgian line.

SHIPPING NOTES.

WEATHER OUTSIDE.

Arrivals from the North report strong N.E. monsoon moderating as they approached port. N.E. monsoon is also being experienced to the South.

AMOT SHIPING.

Vessels at Amoy on the 24th inst. were the steamers *Glenagle*, *Glenfalloch*, and *Hanoi*; and the barque *Ostaka*.

CARGO RUINED.

Telegraphic advices from the commanding officer at Camp Overton, Philippines, near the scene of the accident to the chartered transport *Kingsley*, which ran on the rocks and sustained serious injuries a few days ago, indicate that the greater part of the ship's cargo is damaged by water. When the vessel crashed against the rocks that opened a broad gash in her bottom, every effort was made to save her cargo, but as the nearest point of communication was several miles from the spot where the vessel lay, the entire consignment of hay was ruined before any effort could be made to shield it from water. Divers were working a few days ago in an effort to close the embrasure, and, though clear weather prevailed, little progress was made. All of the cargo was floating, there being over eight feet of water in the *Kingsley's* hold. In the absence of any serious storm, it is hoped eventually to save the vessel.

LATEST STEAMER MOVEMENTS.

The N.Y.K. steamer *Kawaga Maru* left Manila on the 25th inst., and is expected here to-day. The P. & O. steamer *Palermo* left Singapore for this port on the 24th inst., at 10 a.m. The N.Y.K. steamer *Awa Maru* (European Line) left Singapore for this port on the 24th inst., and is expected here on the 30th inst. The H.A.L. steamer *Alasia*, from Hamburg, left Singapore for this port on the 25th inst., p.m., and may be expected here on the 1st prox.

2,000 NEWSPAPERS.

RECOMMEND MAGNIEN & CAMERON'S PENS. THE WAVELEY PEN, for Easy Writing. THE FLYING SCOTCHMAN PEN, instead of a Q. 11. THE FLYING J. writes 200 words per dip. Sold at all Stationers. WATERLEY WORKS, EDINBURGH. [2846-1]

SINGAPORE AND COMMERCIAL EDUCATION.

A sub-committee of the Singapore Chamber of Commerce has recently been considering the best way the Chamber could render assistance in this direction. The sub-committee consisted of Messrs. W. H. Shefford and W. H. Frizell, and recommended that an examination be held annually under the auspices of the Chamber. It is proposed to hold the first examination in June next. The report of the sub-committee reads:

2. They find that a demand for good and useful clerks undoubtedly exists. At present young men desirous of entering upon a mercantile career leave the schools when they have passed the 6th or 7th Standard, and it is the general experience that they require some years' training in a mercantile office before their services are of much actual value to their employers.

3. A step has recently been taken by the Government to promote commercial education in the Colony, through the establishment of a Commercial Class. At present there are 20 boys attending the class, but of that number 11 only have passed the 7th Standard, while of the 23 boys in the Special Class in connection with the Queen's Scholarship, 25 have obtained clean Seventh Class passes, so that the Special Class still continues to prove the more attractive.

4. The Queen's Scholarship has hitherto been the chief aim of Education in the Colony, and naturally exacts a high standard of intellectual attainment. While the sub-committee have reason to believe that during the period of preparation for that scholarship, efforts are made towards the improvement of the aspirants in a general knowledge of the English language, yet it must be admitted that a very considerable time is devoted to the study of other subjects, which are of little practical value in a mercantile career. As a result many pupils even amongst those who have passed the 7th Standard are found to be lamentably deficient in English, and in those elementary subjects so useful to them in after life. It appears therefore to the sub-committee that the Chamber can greatly assist in remedying that defect by stimulating and encouraging a more thorough knowledge of English, whereby the mercantile community, without any impracticable burden in the matter of expense, would secure a more intelligent class of clerks than at present exists.

5. With that object in view, the sub-committee recommend that an examination be held annually under the auspices of the Chamber, and that certificates of efficiency be granted to those candidates who successfully satisfy the examiner. The sub-committee recommended that such examination should be open to either sex, and subject only to an age limit of not less than 17 years on the last birthday of the candidate. Also that it should be the aim of the Chamber that the certificates thus issued shall indicate a standard of knowledge that will meet the requirements of the mercantile community.

6. The sub-committee deprecate excessive technicality in the examinations, and recommend that they should be based on the principles of "simplicity" and "thoroughness," that is, the course should be comparatively simple, but a high level of knowledge and accuracy in each of the specified subjects would be essential to secure a certificate.

7. The sub-committee recommend that the examinations be limited for the present to the following subjects—

1. English; A—Conversation; B—Transcribing a draft letter; C—Writing a letter from rough outline.
2. Handwriting.
3. Arithmetic.
4. Shortland.
5. Typewriting.

Their aim has been to include nothing which is not essential. Other important subjects may be included later on, but this will best be done when the Chamber has gained some practical experience of the material it has to deal with.

8. Prior to the examination such vacancies as existed in Mercantile or in Banking Establishments could be ascertained, as the prospect of early employment would doubtless prove an additional attraction to candidates, and extend the chances of the success of the scheme.

9. The sub-committee are of opinion that the examinations should be conducted by members of the Chamber with the assistance of a master selected from one of the educational institutions in the Colony, but in any case the papers and questions would be submitted previously to a sub-committee appointed by the Chamber as in their opinion it is better that the Schools should censure to the requirements of the Chamber rather than that the Chamber should shape their requirements to the level of the schools.

10. A registry of certificates granted to successful candidates would be kept by the Secretary of the Chamber, and public notice of the date of the examination would be announced some months beforehand. Each successful candidate would receive a parchment certificate signed by the Chairman of the Chamber, and to the candidate who was placed first at the annual examination a monetary prize of fifty dollars would be given by the Chamber.

11. It will be understood that the aim of the Chamber by the establishment of these examinations would be to co-operate with the Government in the development of commercial education in the Colony, and to supplement the present teaching in the schools by extending an encouraging hand to those who desire to enter upon a mercantile career, the result of which should prove of no slight assistance to the mercantile community.

(Sgd) W. H. FRIZELL.
W. H. SHEFFORD.

WILD-DEER ON HONGKONG ISLAND.

Like certain other thickly inhabited islands of the Orient, Hongkong has its wild animals. Here, however, there is nothing to be afraid of; they are only pretty little mountain deer. By the way, though, there are also snakes, but not many. In the sister-colony of Penang, tigers have occasionally been known to swim over from the mainland, Province Wellesley. The island, moreover, is the abode of jackals, snakes, monkeys, and quite a host of small woodland quadrupeds. This, of course, is very pleasant from a hunter's point of view, but considering that even our little mountain deer have been found a nuisance, we must consider ourselves more fortunate than Penang. The trouble with the Hongkong deer is that they have a weakness for flowers; in fact, it has been decided to fence in, with wire netting, the Protestant cemetery as a barrier against these destructive visitors. The looking after of the Protestant cemetery has been transferred to the Botanical and Afforestation Department, beginning from the first of January. This department has recently undertaken the mammoth work in connection with converting waste lands at Kowloon into King's Park, while their duties on this side of the water, also, are increasing with the growth of the colony. During the rapid strides Hongkong has made, while developing from a practically uninhabited island to the second seat of the world, the importance of the Botanical and Afforestation Department, in preserving the beauty of the island, and laying out beautiful gardens, etc., has been an onerous one. How well they have performed their allotted task will be testified by any visitor to Hongkong. But, to return to the Protestant cemetery, where the deer have been eating up the borders of flowers, it is, naturally, continually being enlarged, and, as the cemetery is being extended into the natural woods at Happy Valley, the finest trees are preserved to ornament it. The Afforestation and Botanical Department intend to make it as bright as possible with flowers, shrubs and trees. The wire netting to keep out the deer will enclose the present cemetery limits, and, as the burial ground is extended, it will, of course, have to be moved out. Very few people in Hongkong have ever seen the mountain deer, as they are nocturnal animals, sleeping in their hiding places by day. They weigh about eight cwt., and have very long—about a foot long—straight horns. It is said, too, that the horns of some very old specimens are branched, but the truth of this cannot be vouched for. A rather amusing story is told of an inhabitant of Magazine Gap, when, one night, a deer found its way into the larder, where it proceeded to make a hole in the lettuce. The boy said: "Master, one piece remains, walk in larder; when you wakeneth catch cow." Recently, the Botanical Gardens, Hongkong, had a Borneo specimen of nocturnal deer, somewhat similar to those found on Hongkong Island. It was an absolutely useless pet for the gardens, though, sleeping all day, and only coming out when it was too dark to be seen. It did not, moreover, take kindly to captivity, though it was supplied with scraps in which to conceal itself, and made as comfortable as possible; it died about three months ago. The Hongkong mountain deer bark very much the same as dogs.

JOINT STOCK SHARES.

Messrs. Verno & Smyth say in their weekly share report, dated Hongkong, 24th December:—Owing to the Christmas holidays our report is issued a day earlier than usual. During the interval, demand has ruled somewhat erratic but a fair enquiry has existed throughout for some of our principal stocks, more particularly Hongkong and Whampoa Docks, which close firm at an advance.

BANKS.—Hongkong and Shanghai have weakened, owing doubtless to the fear of political complications in the north, and a few shares are now obtainable at \$665. London has receded to \$28. Nationals are firmer and can now be placed at \$31.

MARINE INSURANCES.—Unions continue on offer at \$400. China Traders have weakened, and can now be procured at \$55. North China, Yangtze, and Cantons are unchanged and without business.

FIRE INSURANCES.—Hongkong, Canton and Macao are still obtainable at \$310. Chinas have improved, and after sales at \$90 are required for at \$91.

SHIPPING.—Hongkong, Canton and Macao have sold at \$32, and are now in the market at \$34. Indo-China are quiet locally at \$78. The latest wire from the North quotes sellers at Tls. 54. China and Manila and Douglas are unchanged with sellers at \$18 and \$30 respectively. Star Ferries (old) have been booked at \$30; the new scrip is unchanged at \$10. Shell Transports have been taken off the market at 22/6 and 23/-, closing with sellers at the latter rate.

REFINERIES.—China Sugars have been booked at \$104 and \$105, and are still to be had at the higher rate. Luzons are unchanged at \$10 sellers.

MIXING.—No business has transpired under this head, and quotations are more or less nominal.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Whampoa Docks have sold at \$204, \$206, \$207 1/2 and \$230, and are in further request at the latter rate. Hongkong and Kowloon Wharves have improved to \$97 with probable buyers. Forewhams have weakened, the latest at Tls. 116 ex interim dividend of Tls. 5 per share on account of year ending 30th April 1904, paid on the 22nd instant.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have sold at \$157, \$158, and again at \$157, and a few more shares are offering at the latter rate. Kowloon Lands are still in request at \$35. West-Points have sold at \$52, request at \$51. Hongkong Hotels are unchanged with sales at \$11. Hongkong Hotels are unchanged with sales at \$11.

CORPORATE.—Eaves are procurable at Tls. 34 ex interim dividend of Tls. 4 per share for year ending 31st October, 1903, paid in Shanghai on the 22nd instant. Hongkong are still required for at \$154.

MISCELLANEOUS.—Green Island Cements have been booked at \$24 and \$25 closing with sellers at the higher rate. Chins Boracae have improved to \$24 buyers. Fenwicks are firmer with sales and further buyers at \$49. Ropes continue in request at \$145. Providents have been done at \$21, and Watkins at \$72, the latter closing in further request.

NOTICE.

Owing to the Great Increase in the Furniture Business of Messrs. ACHEE & CO., we are requested by them to Reassume Management of the Photographic Business hitherto carried on in their name on our behalf. From this date we will continue the Photographic business at the same place under the name of

LONG, HING & CO.

All outstanding credit and debit accounts of the Photographic Business will be collected and settled by us.

Inspection is invited to the New Stock now on view.

LONG, HING & CO.,

PHOTO GOODS DEALERS.

17A, QUEEN'S ROAD CENTRAL

[283]

Hongkong, 21st December, 1903.

THE LAHMEYER ELECTRICAL CO., LD.,
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W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [213]

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THE ALLGEMEINE ELECTRICITÄTS GESELLSCHAFT, BERLIN.
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THE COMPANY OF WIRELESS TELEGRAPHY, BERLIN.
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PRIVATE ELECTRIC LIGHTING PLANTS A SPECIALITY

Fully detailed Estimates drawn up free of charge upon application to the above.

Hongkong 3rd December, 1903. [3338]

THE PREVENTION OF PLAGUE.

An important decision has been arrived at by the Government of Bombay, which, if it is carried to its logical conclusion with reasonable expedition, ought to add materially to the prospect of successfully combating plague on sanitary lines. In the important report he presented to the Bombay Corporation last July, confessing the inefficiency of the disinfecting measures hitherto adopted, Dr. Turner, the Health Officer, pointed out that the results of all the Commissions that have studied plague all have been so far as controlling the disease or throwing any light on its origin are concerned, practically nil. So too with the bacteriological work. The activity of the Research Laboratory at Parel has been from the beginning of the outbreak in Bombay concentrated upon the preparation of a fluid protective against plague. Thus, though an enormous amount of work has been done with regard to plague generally, no constant and persistent efforts have been made to connect the links of evidence supplied by the bacteriological, clinical and sanitary aspects of the conditions, and surrounding circumstances associated with plague. To remedy this deficiency Dr. Turner proposed that an attempt should be made by persistent and diligent labour to discover the relation of plague outside the body with the organism which is associated with the disease in its clinical aspect, and suggested that a special staff of skilled bacteriologists should be entrusted with this work.

The Bombay Government have, we are glad to see, recognised as any rule the principle of the inquiry for which Dr. Turner pleads, and have deputed Major Banerjee, I.M.S., and Captain Liston, I.M.S., who have been closely identified with the work of the Laboratory, to prepare a scheme of research on the lines indicated. It is extremely important that no technical difficulties shall be allowed to arrest the progress of this most important inquiry. We have now come to an absolute *cul de sac* in our plague policy. The one proved prophylactic—inoculation—was deliberately spurned by Government when they refused in spite of the most convincing evidence of the necessity for such a step, to take any practical measures to allay the apprehensions aroused by the Mulkowal mishap. The sanitary palliatives devised in accordance with the recommendations of the Plague Commission have utterly failed to fulfill any useful purpose. To continue those palliatives, in the face of clear proof of their inefficiency, is an impossible policy, nor does it seem feasible to devise a more promising programme without a surer scientific foundation to work on. To secure the necessary scientific data is a matter of first importance, not only for Bombay but for the whole of India—it is a question which should be treated by Government as an Imperial work promptly supported by funds and men.—*Times of India*.



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FRENCH IS

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The medical officer of health and public analyst for the city of London, England, reports the ROYAL Baking Powder chemically pure and giving the maximum possible yield of leavening gas.

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31, QUEEN'S ROAD CENTRAL
(First Floor Watkins Building).
Hongkong, 6th November, 1903. [2841]

WANTED.

By Firm in North China, AGENTS in Canton for the purchase of Sundry Export Articles, more especially curios for Europe.
Apply, stating terms and particulars, to—
BOX 605,
Care of Daily Press Office.
Hongkong, 25th December, 1903. [3553]

WANTED.

By YOUNG ENGLISHMAN, aged 25, Situation any capacity; 11 years' References.
Apply to—
"PAGODA,"
Care of Daily Press Office.
Hongkong, 22nd December, 1903. [3516]

NOTICE.

AN ENERGETIC COMMERCIAL with plenty of ability and go and a few thousand dollars would like to hear of something where the above would be useful. Partnership in existing business or would join another in commencing one. Good Hotel Manager.

Apply—
"BONANZA,"
Care of Daily Press Office.
Hongkong, 17th December, 1903. [3474]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Editor, and special business matters to the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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NEW ADVERTISEMENTS

LOST.

FROM 43, Cause Road, on Xmas Day a Liver and White (Half Bred) SPANIEL DOG. Finder will oblige by returning same. Apply—

W. K. Care of Daily Press Office. Hongkong, 28th December, 1903. [3569]

WANTED.

By a Gentleman a FURNISHED BED-ROOM in a Healthy Locality. Apply to—

K. W. 5. Care of Daily Press Office. Hongkong, 28th December, 1903. [3570]

GOVERNMENT NOTIFICATION.

No. 872.

THERE is a vacancy for a LAND BAILIFF (Non-Chinese) in the Branch Land Office, Taiipo, New Territory. Salary, \$1,500 per annum with Exchange Compensation, if entitled to such by domicile. Qualifications, the applicants must possess a good knowledge of English and Chinese.

There is also a vacancy for a SECOND CLASS INTERPRETER in the above Office. Salary, \$720 per annum rising by biennial increments of \$60 to \$1,200. Qualifications, the applicants must possess a good knowledge of English and be able to speak Put and Hakka. Applicants will be required to submit themselves to examination by the Interpretation Board.

There are also vacancies for 2 COPYING CLERKS in the above Office. Salary, \$300 per annum rising by biennial increments of \$60 to \$480. Qualifications, the applicants must possess a good knowledge of English and Chinese, and a good handwriting. Selected Candidates must be of sound health, travel and camp out when required, and obtain their own quarters.

Applications in own handwriting with the usual certificates to be sent to Land Officer, Mr. BRUCE SHEPHERD, not later than Saturday, the 9th January, 1904. By Command, A. M. THOMSON, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 21st December, 1903. [3571]

IN THE SUPREME COURT OF HONGKONG.

COMPANIES (WINDING UP).

IN THE MATTER OF THE WO ON STEAMSHIP COMPANY, LIMITED, and IN THE MATTER OF THE COMPANIES' ORDINANCES 1865 to 1899.

NOTICE IS HEREBY GIVEN that a Petition for the winding up of the above-named Company by the Supreme Court of Hongkong was on the 21st day of December, 1903, presented to the said Court by the said Company.

And that the said Petition is directed to be heard before the Court sitting at the Supreme Court House, Victoria, on the 14th day of January, 1904, at 11 a.m. and any creditor or contributory of the said Company desirous to support or oppose the making of an order on the said Petition may appear at the time of hearing by himself or his Solicitor or his Counsel for the purpose and a copy of the Petition will be furnished to any creditor or contributory of the said Company requiring the same by the undersigned on the payment of the regulated charges for the same.

Dated the 23rd December, 1903.

DEACON & HASTINGS, Solicitors for the Petitioner.

Note:—Any person who intends to appear on the hearing of the said Petition must serve on or send by Post to the above-named Notice in writing of his intention so to do. The Notice must state the name and address of the person or firm, the name and address of the firm or must be signed by the person or firm or his or their Solicitors (if any) and must be served or if posted must be sent by post in sufficient time to reach the above-named not later than Five o'clock in the afternoon of the 12th day of January, 1904. [3572]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "BAYERN," OF THE NORDDEUTSCHER LOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m. TO-DAY, 25th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 31st December, at 9.30 a.m.

All Claims for damage must be sent in before the 5th January, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD, MELCHERS & CO., Agents. Hongkong, 25th December, 1903. [3573]

NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HALOONG."

Captain Evans, will be despatched for the above port TO-MORROW, the 29th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LARPAIK & CO., General Managers.

Hongkong, 28th December, 1903. [3565]

FOR YOKOHAMA AND KOBE.

THE Steamship

"ALLESIA."

Captain Schöndfeldt, will be despatched for the above ports on TUESDAY, the 5th January, at Noon.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th December, 1903. [3566]

FOR KOBE, NAGASAKI AND YOKOHAMA.

THE Steamship

"STOLBERG."

Captain Deinat, will be despatched for the above ports on TUESDAY, the 5th January, at Noon.

This Steamship has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 28th December, 1903. [3567]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MAZAGON."

FROM BOMBAY AND STRAITS.

Consignees of Cargo by this above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From Persian Gulf, ex a.s. B. I. S. N. and B. P. S. N. Co.'s steamers.

From Aden, ex a.s. Navah.

Goods not cleared by the 2nd prox., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent. Hongkong, 27th December, 1903. [3568]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "CHARLES TIBBETTS," FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st January will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th January, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Macao, 25th December, 1903. [3569]

ZETLAND LODGE No. 525, E.C.

A REGULAR MEETING OF

THE FREEMASONS' HALL, Zetland Street, TO-DAY (MONDAY), the 28th inst., at 5.30 for 6 p.m. precisely. Visiting Brethren are cordially invited to attend.

All Master Masons are cordially invited to attend.

Dated the 23rd December, 1903.

DEACON & HASTINGS, Solicitors for the Petitioner.

Note:—Any person who intends to appear on the hearing of the said Petition must serve on or send by Post to the above-named Notice in writing of his intention so to do. The Notice must state the name and address of the person or firm, the name and address of the firm or must be signed by the person or firm or his or their Solicitors (if any) and must be served or if posted must be sent by post in sufficient time to reach the above-named not later than Five o'clock in the afternoon of the 12th day of January, 1904. [3572]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "BAYERN," OF THE NORDDEUTSCHER LOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m. TO-DAY, 25th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 31st December, at 9.30 a.m.

All Claims for damage must be sent in before the 5th January, or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LOYD, MELCHERS & CO., Agents. Hongkong, 25th December, 1903. [3573]

THE DISTRICT GRAND LODGE OF

Hongkong and South China will hold its Twenty-Eighth ANNUAL MEETING at the MASONIC HALL TO-MORROW (TUESDAY) instant, at 9 p.m.

All Master Masons are cordially invited to attend.

A. O'D. GOURDIN, D. G. Secretary. Hongkong, 25th December, 1903. [3572]

THE AMERICAN SYSTEM

OF

DENTISTRY.

Dr. M. H. CHAUN, 27, DES VEGUE ROAD CENTRAL HONGKONG From the University of Pennsylvania, U.S.A. Hongkong, 10th March, 1903. [2490]

FOR SALE.

A "OLDSMOBILE" motor, just arrived and not yet unpacked. Warranted good condition. No reasonable offer refused. Apply to—

A. B. C. Care of Daily Press Office. Hongkong, 25th December, 1903. [3555]

CARTRIDGES.

NOBEL'S SPORTING BALLISTITE.

Absolutely Smokeless and Water-Resisting THE BEST NITRO-POWDER IN THE WORLD. Price of 12-Bore Cartridges—

Loaded with With Powder Powder only, and 1 oz. of Shot.

Primrose Cases ... \$6.25 ... \$8.00

Pearl Cases ... 6.35 ... 8.00

Ejector Brass Cases 7.50 ... 8.25

Apply to—WM. SCHMIDT & CO., Gummahorn, Hongkong.

Hongkong, 3rd July, 1902. [3556]

PUBLIC COMPANIES

HUMPHREYS' ESTATE AND FINANCE COMPANY, LIMITED.

SHAREHOLDERS

are hereby notified that in accordance with the Special Resolutions passed on 31st October, 1903, and confirmed on 19th November, 1903, they are entitled on application to an allotment of one share for every two old shares held by them.

Forms of application will be sent to every shareholder.

The sum of \$2.50 per share will be payable, on application, on or before the 4th of January, 1904. Two months' notice of any calls will be given.

Shareholders desirous of paying in or before the 4th January, 1904, the whole amount payable in respect of their shares, can do so, and in such event will receive fully paid up scrip in exchange.

The new issue will rank for Dividend pro rata from 1st January, 1904, according to the amount paid on such shares on 4th January, 1904.

The Register of Shares will be closed from 17th December, 1903, to 4th January, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st December, 1903. [3317]

THE CANTON-HONGKONG ICE AND COLD STORAGE CO., LD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of the above Company will be held at the REGISTERED OFFICE of the Company, 31, Queen's Road Central, Hongkong, on THURSDAY, the 7th day of JANUARY, 1904, at 12 o'clock Noon.

CHAN A YAK, Secretary. Hongkong, 19th December, 1903. [3501]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from

the MILITARY AUTHORITIES that GUN PRACTICE will take place from Stonecutter's Island (West and East Batteries) on South Westernly direction at ranges from 600 to 4,000 yards, on the 1st JANUARY, 1904.

If the weather is unfavourable on this date, practice will take place on the 2nd of JANUARY.

Practice will commence at 9 a.m. and end about 11 a.m. if the range is clear.

By Command, A. M. THOMSON, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 19th December, 1903. [3520]

DAVID CORSAK & SON'S

MERCHANT NAVY

NAVY BOILER

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO. Sole Agents. [3486]

PURE FRESH WATER

THE HONGKONG STEAM WATER

BOAT CO., LD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, 1st Floor, 37, Colaba Road, Hongkong, 13th June, 1903. [3345]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD.

I have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 a.m. and 4 p.m. daily, Sundays excepted to receive and deliver perishable goods.

W. A. FARLANE, Manager. Hongkong, 18th November, 1901. [65]

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES OF Daily Press are on

sale daily at Mr. H. RUTON-JONES' KOWLOON STORE, No. 36, Elgin Road, Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [3518]

CHRISTMAS HOLIDAY EXCURSIONS TO MACAO.

THE favourite passenger steamer

"WING CHAI."

Will run a special trip to Macao TO-DAY, the 2nd DECEMBER, leaving her Wharf in Hongkong at 9.30 a.m., and Macao at 7.30 p.m., arriving Hongkong about 11 p.m.

Return ticket, \$3.00.

MING ON & CO. Hongkong, 17th December, 1903. [3475]

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION.

REFERRING to the notice of 20th December, 1903, and subsequent notices, senders of telegrams are hereby advised that from 1st JANUARY, 1904, the currency equivalent of the franc will, subject to revision after three months, be at \$0.44, at which rate the charge for all telegrams will be collected from the said date.

The following rates will, consequently, come into force:

To Europe ... \$2.45

To North America, via Europe ... 3.95

To California, Washington State ... 3.95

To District of Columbia, New York State, Pennsylvania ... 3.75

To Illinois ... 3.80

To New York City, Ontario, Quebec ... 3.65

To Massachusetts ... 1.35

To Russia in Asia, 1st Region ... 1.10

To Russia in Asia, 2nd Region ... 1.00

To Japan ... 1.40

To Amoy ... 0.25

To Shanghai ... 0.45

New complete List will be distributed as soon as it is ready. In the meantime any further information may be obtained by applying to the Company's Office.

OLAF NIELSEN, Superintendent. Hongkong, 21st December, 1903. [3507]

QUAN WAH & CO.,

GRANITE MERCHANT CONTRACTORS.

Dealers in GRANITE MONUMENTS.

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1903. [204]

ENTERTAINMENT

THEATRE ROYAL.

HILL'S WORLD'S ENTERTAINERS

Will play a short season, presenting for the first time in Hongkong a thoroughly High-class performance, introducing Star Acts from the principal cities in the world.

THE BEST COMPANY AND THE STRONGEST COMBINATION OF TALENT EVER SEEN IN THE EAST is the unanimous opinion of the Press. The following are among the members of the company:

HILL AND SYLVIAN, IN POSITIVELY THE GREATEST CYCLO AND UNICORNS ACT IN THE WORLD.

A Continental Star Performance from the EMPIRE, LONDON, the FOLIES BERGERS, PARIS, WINTERGARTEN, BERLIN, and KEITH'S and ORPHEUM CIRCUITS, AMERICA.

KELLY and AGNAS, Comedy Sketch Artists, introducing Eccentric Dances, Acrobatic Comicalities and Miraculous Feats.

Miss LESLIE NORMAN, New Zealand's Greatest Operatic Mezzo-Soprano.

LAZERN THE MYSTIC, From the Crystal Palace, London, presenting a novel and up-to-date exhibition of legedomania.

LEONARD NELSON, Just a Plain Comedian.

FUN IN SHADOWLAND, A New and Novel Act by the Entire Strength of the Company.

FREQUENT CHANGES OF ALL ACTS.

Plan of reserved seats now open at Robinson's. Prices ... \$1, \$2 and \$3.

Hongkong, 19th December, 1903. [3568]

MUSIC.

RAPID Tuition given on the BANJO,

VIOLIN, &c. Terms moderate.

L. A. DE BRACA, 38, Peel Street, or Care of Daily Press Office.

Hongkong, 11th August, 1903. [3252]

DANCING.

MRS. DONALDSON (Daughter of

Professor F. J. WALLACE, of Rosemount Dancing Academy, Glasgow) has pleasure in advertising a SECOND BEGINNERS' CLASS to open in the CITY HALL shortly.

Practice twice weekly...Fee \$10 a month.

Pupils will please enroll at the Robinson Piano Co., Ltd.

Hongkong, 3rd November, 1903. [3313]

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS

Coloured, Write-Away Cards, &c. For Sale at GRACA & CO.'s Stall at HONGKONG HOTEL CORRIDOR.

Also Used and Unused Foreign and Colonial POSTAGE STAMPS

In Sets, Packets or Single. King Edward VII Albums. Catalogues, Hints, &c., &c., &c.

OCEAN STEAM SHIP CO., LD. AND CHINA UAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL...	"PYRRHUS"	On 27th December.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 1st January.
GLASGOW and LIVERPOOL...	"NESTOR"	On 8th January.
GLASGOW and LIVERPOOL...	"KINLUCK"	On 14th January.
GLASGOW and LIVERPOOL...	"PINGSUEY"	On 22nd January.
GLASGOW and LIVERPOOL...	"MOYUNE"	On 28th January.
GLASGOW and LIVERPOOL...	"GLAUCUS"	On 3rd February.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.
MARSEILLES, LONDON and ANTWERP	"YANGTSE"	On 19th January.
LIVERPOOL, with TRANS- SHIPMENT SINGAPORE	"YANGTSE"	On 19th January.
LONDON and ANTWERP	"NESTOR"	On 2nd February.
GENOA, MARSEILLES and LIVERPOOL	"KEEMUN"	On 15th February.
LONDON and ANTWERP	"KINLUCK"	On 16th February.
LONDON and ANTWERP	"MOYUNE"	On 1st March.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TYDEUS"	On 29th December.
	"PINGSUEY"	On 24th January.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th December, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
MANILA, DARWIN, THURSDAY PORT, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	On 30th December.
KOBE	"TAIYUAN"	On 1st January.

The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified
Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports
Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th December, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—10,000 Tons—10,000 Horse-Power—Speed 19 knots.
SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	WEDNESDAY, 13th Jan. 1904
R.M.S. "EMPERESS OF CHINA"	6,000 Tons
R.M.S. "ATHENIAN"	3,882 Tons
R.M.S. "EMPERESS OF INDIA"	6,000 Tons
R.M.S. "EMPERESS OF JAPAN"	4,425 Tons
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons
R.M.S. "EMPERESS OF CHINA"	6,000 Tons
R.M.S. "EMPERESS OF INDIA"	6,000 Tons
R.M.S. "ATHENIAN"	3,882 Tons
R.M.S. "EMPERESS OF JAPAN"	6,000 Tons

THE magnificent TWIN-SCREW "EMPERESS" STEAMSHIPS of this Line pass through
the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA
to VANCOUVER (B.C.) in 12 DAYS ("ATHENIAN" 14 DAYS), saving
THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver
with the PACIFIC OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY,
which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC
WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax,
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the
Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.
For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pender Street.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI and KOBE	"MAZAGON" W. H. S. Hall	About 28th December	Freight only.
YOKOHAMA, via SHANG- HAI, MOJI and KOBE (Passing through the Inland Sea)	"PALEMO" E. G. Andrews	About 28th December	Freight and Passage.
LONDON, &c.	"SIMLA" P. R. Summers	Neon, 2nd January	See Special Advertisement.
SHANGHAI	"BENGAL" G. Phillips	About 2nd January	Freight and Passage.
* SINGAPORE, and BOMBAY	"TIENTSIN" H. W. Kenrick, R.N.R.	About 6th January	Freight only.
LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	"CEYLON" C. F. Lockstone, R.N.R.	About 7th January	Freight and Passage.

* Calling at Penang if sufficient inducement offers.
For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th December, 1903.

JAVA-CHINA-JAPAN LINE

HEAD AGENT—R. HIESCHOP, 3, DUNDRELL ST., Hongkong.
REGULAR FOUR-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA PORTS (via MACASSAR)	January 5	SHANGHAI and JAPAN	January 9
TJILATJAP	Do.	First half of February	Do.	First half of February
TJIMAH	KOBE and YOKOHAMA	First half of January	SINGAPORE, JAVA PORTS and MACASSAR	First half of January

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on
through Bills of Lading.

For Particulars of Freight and Passage, apply to

THE AGENTS,

THE HOLLAND CHINA TRADING CO.

Telephone No. 201.

Hongkong, 28th December, 1903.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS—POSTE FRANCAISE.

FOR SHANGHAI, KOBE AND
YOKOHAMA.
The Company's Steamship

"POLYNESIE"
Captain Le Coispeiller, will be despatched for the
above ports on or about WEDNESDAY,
the 30th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 24th December, 1903.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP.
The Steamship

"GLENFARG"
Captain Holman, will be despatched as above
on SATURDAY, the 4th January.
For Freight or Passage, apply to
McGREGOR BROS. & GOW.

Hongkong, 18th December, 1903.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG:
1903. About 12th Jan.
"SIKH" ... 26th Jan.
"SAGAMI" ... 9th Feb.
"AFRIDI" ...
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 22nd December, 1903.



AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
TRIESTE (DIRECT).
CALLING AT SINGAPORE, PENANG, RAN-
GOON, COLOMBO, ADEN, SUEZ and
PORT SAID.

(Taking Cargo at through rates to the Brazils,
to SOUTH AFRICA, RED SEA, BLACK SEA,
LAVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA,"
Captain Colol, will be despatched as above on
THURSDAY, the 14th January, P.M.
For information as to Passage and Freight,
apply to

SANDER, WIELER & CO.,
Agents.
Hongkong, 22nd December, 1903.

FOR ODESSA VIA BOMBAY.

THE Russian Steamer

"HERMANN LERCHE,"
will be despatched as above on or about
FRIDAY, the 15th January.
For Freight, apply to

BRADLEY & CO.,
Hongkong, 24th December, 1903.

CHINA NAVIGATION CO.,
LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE
MONEY.

SINGLE, \$20; RETURN, \$35.
STEAMERS—FITTED THROUGHOUT
WITH ELECTRIC LIGHT. FIRST CLASS ACCOM-
MODATION. UNRIVALLED TABLE. DULY
QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 4th July, 1903.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
AFRICA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"SIMLA"
Captain F. R. Summers, carrying His Majesty's
Mails, will be despatched from this for
Bombay, etc., on SATURDAY, the 2nd
JANUARY, at NOON, taking passengers and
cargo for the above ports.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay.

Parcels will be received at this Office until
4 P.M. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 22nd December, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
951 Tons, Captain A. Murphy, will leave for
Canton at 5 P.M. on SUNDAYS, TUES-
DAYS and THURSDAYS, and return to
Hongkong on the following days, leaving Canton
at 5 P.M. Excellent accommodation, electric
light, and perfect cuisine. Wharf at Hongkong
near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1
each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 123, Cross Street Road Central,
Hongkong, 30th June, 1903.

NATAL LINE OF STEAMERS.

THE undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with LIND-
CHINA STEAM NAVIGATION CO.'s fortnightly
service, hence to CALCUTTA. Sailings from
CALCUTTA for CANTON every fortnight.
For Freight and further particulars,
apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.



CLEANSE YOUR BLOOD

WITH GRIMAUD & Co's
SARSAPARILLA!

For eruptions, scrofula, boils, ulcers,
sore, carbuncles, pimples, blotches,
and all disorders originating in vitia-
ted blood, this medicine is the most
reliable and most economical and
contains no mercury or dangerous
minerals. No other blood-purifier gives
equal satisfaction or is so universally
in demand.

GRIMAUD & Co
8, rue Vivienne, PARIS (France)
Sold by all dealers.

189-1

Gold Medal, Health Exhibition, London

BENGER'S FOOD is not only
highly nutritive, but is most
easily digested, and is
so delicious that it
is enjoyed by
Infants, Invalids,
Convalescents
and the
Aged.

BENGER'S
FOOD
For INFANTS,
INVALIDS, & THE AGED.
Delicious, Nutritive, Digestible.

BENGER'S FOOD is sold in TINS by Chemists, etc., Everywhere.

From an
Eminent
Surgeon—

"After a length-
ened experience
of Foods both at
home and in
India, I consider
"Benger's Food"
incomparably su-
perior to any I
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Amphitrite, 1st class cruiser, 11,000 tons, 18,000
h.p., Capt. Charles Windham, C.V.O.,
Hongkong

Blenheim, 1st class cruiser, 9,000 tons, 12 guns,
21,411 h.p., Capt. F. G. Stopford, at
Singapore

Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. C. O. M. Makins, Hongkong

Bristolport, gunboat, 710 tons, 6 guns, 1,300 h.p.,
Lieut. Comdr. Thos. D. Pratt, Hongkong

Cressy, cruiser, 12,000 tons, 14 guns, 21,000
h.p., Capt. Henry M. T. Tatler, Weihaiwei

Eolus, cruiser, 5,600 tons, 11 guns, Captain
Stokes, Hongkong

Esperanza, gunboat, 1,070 tons, 10 guns, Comdr.
Ernest G. Barton, Newchwang

Fame, torpedo-boat destroyer, 360 tons, 6 guns,
5,700 h.p., Lieut. Comdr. C. Asser, at
Hongkong

Fearless, cruiser, 443 tons, 12 guns, Capt.
Vaughan Lewis, Singapore

Glory, battleship, 12,950 tons, 16 guns, 13,500
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Handy, torpedo-boat destroyer, 350 tons, 6 guns,
4,000 h.p., in reserve

Hart, torpedo-boat destroyer, 260 tons, 6 guns,
4,000 h.p., in reserve

Hammer, storeship, 1,640 tons, Comdr. John D.
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Janus, torpedo-boat destroyer, 280 tons, 6 guns,
3,900 h.p., in reserve

Kinsla, river gunboat, 331 tons, Lieut. Comdr.
Christopher P. Metcalf, on Yangtze

Leviathan, cruiser, 14,100 tons, Capt. Hon. W.
G. Stopford, Hongkong

Moorehead, river gunboat, 180 tons, 2 guns,
Lieut. Comdr. G. G. Webster, West River

Mutiny, sloop, 980 tons, 10 guns, Comdr. C.
W. M. Plenderghast, en route for Australia

Ocean, battleship, 12,950 tons, 16 guns, 13,500
h.p., Captain R. F. O. Focle, U.M.G.,
Hongkong

Otter, torpedo-boat destroyer, 350 tons, in
reserve

Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p.,
Comdr. W. H. Nicholson, Hongkong

Rambler, surveying-ship, 583 tons, Capt. Morris
H. Smyth, Amoy

Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St.
Aubyn Wake, Hongkong

Robin, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. C. W. J. Howard,
West River

Rosario, sloop, 880 tons, 6 guns, 11,400 h.p.,
Comdr. Thos. Jackson, Hongkong

Sandpiper, river gunboat, 85 tons, 2 guns, 240
h.p., Lieut. Comdr. L. W. Jones, Hongkong

Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H.
H. Moore, Shanghai

Snipe, river gunboat, 85 tons, 2 guns, 240 h.p.,
Lieut. Comdr. Ernest W. G. Davidson, on
Yangtze

Sparrowhawk, torpedo-boat destroyer, 260 tons,
Lieut. Comdr. Codrington, Hongkong

Tak, torpedo-boat destroyer, 250 tons, 6 guns,
5,600 h.p., in reserve

Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p.,
Capt. Lewis Bayley, Hongkong

Tamar, receiving ship, 4,600 tons, 6 guns, Com-
modore Robinson, A.D.C., at Hongkong

Teal, river gunboat, 180 tons, 2 guns, Lieut.
Comdr. E. F. R. Dugmore, on Yangtze

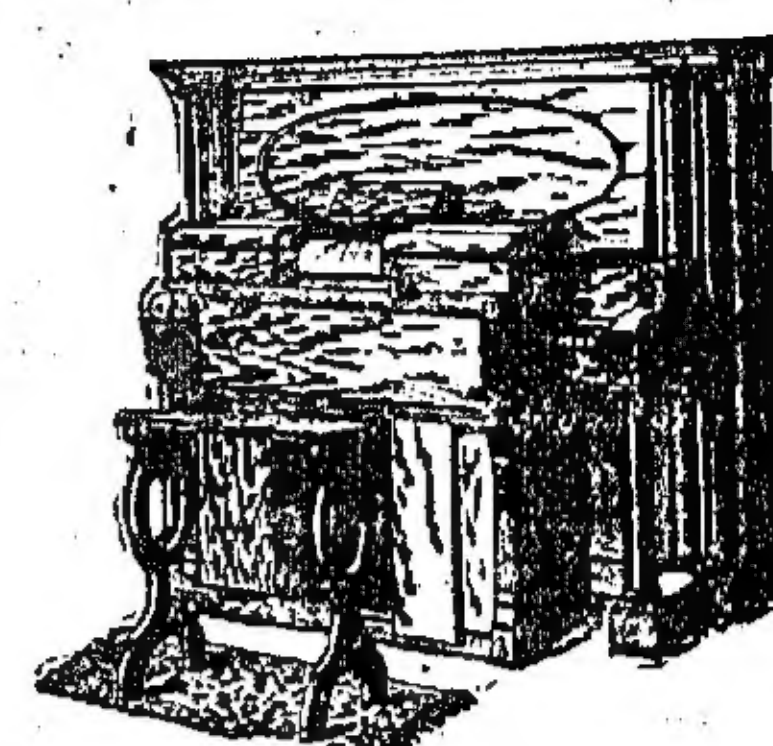
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